

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

General Aviation Certification and Operations Issue Area
Minimum Safe Operating Altitudes Working Group

Task 1 – Minimum Safe Operating Altitudes Rule

Task Assignment

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Experimental/Restricted Category Operations Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

Ron Myres,

Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-24732 Filed 10-11-91; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; General Aviation Operations Subcommittee; Definition of Emergencies Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Definition of Emergencies Working Group.

SUMMARY: Notice is given of the establishment of a Definition of Emergencies Working Group by the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Myres, Executive Director, General Aviation Operations Subcommittee, Flight Standards Service (AFS-850), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8150; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation Operations Subcommittee was established at that meeting to provide advice and recommendations to the

FAA regarding the operation of general aviation aircraft and certification of airmen under parts 61, 91, 125, 133, 137, 141, and 143 of the Federal Aviation Regulations. At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the Definition of Emergencies Working Group.

Specifically, the working group's task is the following:

Evaluate the advantages and disadvantages of revising the definition of emergencies. Should § 91.3 be revised to include allowances for pilots taking action in response to an emergency that is other than flight or inflight emergencies? For example, pilots who respond to public emergencies such as fires, accidents, and natural disasters. Should an exception be granted to allow preplanned response to these emergencies? Within 90 days of establishment of the subcommittee, the subcommittee should receive a detailed review of the work committee's activities, planned future activities, and the timetable for those activities.

The Definition of Emergencies Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent General Aviation Operations Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Definition of Emergencies Working Group will be not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

Ron Myres,

Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-24733 Filed 10-11-91; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; General Aviation Operations Subcommittee; Minimum Safe Operating Altitude Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Minimum Safe Operating Altitude Working Group.

SUMMARY: Notice is given of the establishment of a Minimum Safe Operating Altitude Working Group by the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT:

Mr. Ron Myres, Executive Director, General Aviation Operations Subcommittee, Flight Standards Service (AFS-850), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8150; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation Operations Subcommittee was established at that meeting to provide advice and recommendations to the FAA regarding the operation of general aviation aircraft and certification of airmen under parts 61, 91, 125, 133, 137, 141, and 143 of the Federal Aviation Regulations. At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the Minimum Safe Operating Altitude Working Group.

Specifically, the working group's task is the following:

Evaluate the advantages and disadvantages of revising the minimum safe operating altitude rule. For example, should the FAA consider some relief for aircraft involved in public service and law enforcement? Should the FAA consider revising the rules for balloons and/or helicopters? Within 90 days of establishment of the subcommittee, the subcommittee

should receive a detailed review of the working group's activities, planned future activities, and the timetable for those activities.

The Minimum Safe Operating Altitude Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent General Aviation Operations Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Minimum Safe Operating Altitude Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

Ron Myres,

Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-24734 Filed 10-11-91; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; General Aviation Operations Subcommittee; Operations Over the High Seas Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Operations over the High Seas Working Group.

SUMMARY: Notice is given of the establishment of an Operations over the High Seas Working Group by the

General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT:

Mr. Ron Myres, Executive Director, General Aviation Operations Subcommittee, Flight Standards Service (AFS-850), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8150; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee [56 FR 2190, January 22, 1991] which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation Operations Subcommittee was established at that meeting to provide advice and recommendations to the FAA regarding the operation of general aviation aircraft and certification of airmen under parts 61, 91, 125, 133, 137, 141, and 143 of the Federal Aviation Regulations. At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the North Atlantic Minimums Working Group.

Specifically, the working group's task is the following:

On 9/5/90 an ANPRM entitled "Operation over the high seas and within the North Atlantic Minimum Navigation Performance Specification Airspace" was published in the *Federal Register*. The required comment period closed 1/3/91. Evaluate the advantages and disadvantages of developing advisory material and/or further regulations that provide an adequate level of safety and assure international standards are met by U.S. civil operators when operating over the high seas. Within 90 days of establishment of the subcommittee, the subcommittee should receive a detailed review of the working group's activities, planned future activities, and the timetable for those activities.

The Operations over the High Seas Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent General Aviation Operations Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The

request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Operations over the High Seas Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

Ron Myres,

Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-24735 Filed 10-11-91; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Nissan

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Grant of petition for exemption correction.

SUMMARY: On September 23, 1991, this agency published a *Federal Register* notice granting a petition from Nissan Research and Development, Inc. for an exemption in whole from the parts marking requirements of the vehicle theft prevention standard for a new Nissan car line that will be introduced in Model Year 1993. This notice makes clear that scope of the grant of the petition applies to all of Nissan Motor Company, Ltd., a Japanese corporation, not just to Nissan Research and Development, Inc., an American subsidiary of Nissan Motor Company, Ltd.

EFFECTIVE DATE: This notice is effective October 15, 1991.

FOR FURTHER INFORMATION CONTACT: Ms. Barbara Gray, Office of Market Incentives, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Gray's telephone number is (202) 366-1740.

Analysis completed; no recommendation resulted.

FAA Action

APR 15 1993

Mr. Steven J. Brown
Senior Vice President
Government and Technical Affairs
Aircraft Owners and Pilots Association
Frederick, MD 21701-4798

Dear Mr. Brown:

I want to take this opportunity to thank you and the members of the General Aviation Operations Issues Group for your efforts on the "Minimum Safe Operating Altitude" task and the "Experimental/Restricted Category Operations" task under the Federal Aviation Administration (FAA) Aviation Rulemaking Advisory Committee. The FAA's purpose for assigning the "Minimum Safe Operating Altitude" task (56 FR 51745) was to have your group evaluate the advantages and disadvantages of revising the minimum safe operating altitude rule. The FAA's purpose for assigning the "Experimental/Restricted Category Operations" task (56 FR 51744) was to have your group evaluate the advantages and disadvantages of revising the operational rules and policies concerning experimental and restricted category aircraft.

As indicated at the March 5, 1993, and November 23, 1992, meetings on general aviation operations issues, however, your group has indicated that it had completed its evaluations and had come to the conclusion that no recommendations would be forthcoming.

This letter, therefore, serves to officially close the "Minimum Safe Operating Altitude" and "Experimental/Restricted Category Operations" tasks.

Once again, thank you for your efforts on these tasks.

Sincerely,

Anthony J. Broderick
Associate Administrator
for Regulation and Certification